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## General

France is located in Western Europe, bordering the Bay of Biscay and English Channel, between Belgium and Spain, SE of the United Kingdom. France borders the Mediterranean Sea between Italy and Spain.

The climate is generally cool in winter and mild in summer however, the summers are hot along the Mediterranean.

The terrain is mostly flat plains or gently rolling hills in the N and W. The remainder is mountainous.

## Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

## Cautions

High speed craft operate between the coast of France and the coast of the United Kingdom. For further information on high speed craft, see United Kingdom.

## Currency

The official unit of currency is the franc consisting of 100 centimes.

## Firing Areas

Firing practices take place from French coastal batteries at any season of the year and are announced by Notices to Mariners.

The following warning signals are given:

1. By day—A red flag is displayed from the battery from which the firing is taking place, and from the signal stations in the vicinity, from 1 hour before the practice until the practice is completed. The battery fires a blank round 1 hour before the practice, and two blank rounds, 30 seconds apart, 10 minutes before the practice. The target tugs and range boats also display a red flag during the firings.

2. By night—When a night practice is planned, the signal stations in the vicinity of the battery display, from sunrise to sunset, two red flags, vertically disposed. At sunset and until the practice is completed, two horizontally disposed red lights are shown at the battery, and a red light is shown from the signal stations in the vicinity.

Thirty minutes before the practice, two red flares are fired at 5 minute intervals by the signal stations. The battery fires a blank round 1 hour before, and two blank rounds, 30 seconds apart, 10 minutes before the practice begins. A white flare marks the end of the practice.

In addition to the usual lights, the target tug exhibits three red lights, disposed vertically, and range boats exhibit one red light at the masthead, during the firings.

The exercises include surface firing, ground to air and air to ground firing, torpedo launchings, bombing, and anti-submarine warfare, minesweeping operations, etc., and are broadcast at least 4 days in advance by radio.

French naval vessels and aircraft carry out exercises, day and night, off all points of the coast, but particularly in certain zones, which are hereinafter described. The exercises include surface firing, ground to air and air to ground firing, torpedo launchings, bombing, anti-submarine warfare, minesweeping operations, etc., and are broadcast at least 4 days in advance by radio and by the local press. These exercises may take place anywhere off the French coast, but in particular in Baie de la Seine, Ile d'Ouessant, L'Iroise, and off Brest.

Surveillance of naval vessel firing areas is assured by the firing vessels, which display a red flag by day, and show a red light, visible around the horizon, at night. Vessels not participating in the exercises should avoid the previously announced exercise areas.

#### **Veules-les-Roses**

A circular sector with a radius of 6.5 miles, centered at 49°52'N, 0°46'E, oriented to the N and limited by the bearings 327° and 032°. All navigation is prohibited in this firing range during times of activation, which are announced by Notices to Mariners and indicated by a red flag hoisted at Dieppe and Fecamp semaphores.

#### **Baie de Seine (D82)**

A firing area for vessels of the French Navy is bound by lines joining the following positions:

- a. 49° 55'00"N, 0° 05'19"W
- b. 49° 39'58"N, 0° 2'03"W
- c. 49° 32'20"N, 0° 18'37"W
- d. 49° 34'46"N, 0° 55'45"W
- e. 49° 55'00"N, 0° 16'45"W

The firing zone is divided into Subzone East and Subzone West by a line joining 49° 50'00"N, 0° 26'00"W and 49° 32'20"N, 0° 18'37"W

#### **Querqueville-Castel-Vendon (R156)**

A ground-to-sea and ground-to-air firing area is established to the N of Querqueville. The area is bounded to the E by a line joining the following positions: 49°49'10"N, 1°36'00"W and 49°40'40"N, 1°45'30"W; to the S by the coast; to the W by a line joining the following positions: 49°41'25"N, 1°48'46"W and 49°50'55"N, 1°54'10"W; and to the N by the arc of a circle with a radius of 11 miles centered at 49°40'56"N, 1°46'53"W.

Firing takes place at various times throughout the year, except:

1. June 25 to August 3.
2. December 20 to January 5.
3. February and spring school holidays.
4. Days of maximum spring tides.

Times when firings exercises are to take place are broadcast by AVURNAV from Cherbourg Coast Radio.

#### **Biville**

An artillery firing range, bounded to the N and S by the parallels 49°38'40"N and 49°34'40"N, respectively, to the E by the coast, and to the W by the meridian 1°58'W.

In Anse de Vauville (49°36'N., 1°55'W.), the outer limits of Vauville (Biville sector) firing danger area extend 2.5 miles N from a position 3.5 miles NW of Cap de Flamanville. Practices take place in this area all the year round except from July 15 to November 15.

#### **Fort de la Varde**

A firing area extends about 2.5 miles seaward from Pointe de Varde (48°41'N., 1°59'W.).

A considerable sea area, up to 45 miles offshore, between the Gironde and Cap Breton is used as a rocket firing range.

Warnings for particular danger zones are issued by Bordeaux-Arcachon Radio (FFC) on VHF channel 82.

Surveillance of naval vessel firing areas is assured by the firing vessels, which display a red flag by day, and show a red light, visible around the horizon, at night.

Vessels not participating in the exercises should avoid the previously announced exercise areas.

#### **Area 16A—Quessant**

A circle 15 miles in radius centered on 48°30'N, 5°58'W.

#### **Area 16C—Glenan**

A circle 15 miles in radius centered on 47°19'N, 5°26'W.

#### **Area 16D—Grois**

A circle 15 miles in radius centered on 46°53'N, 3°28'W.

#### **Area 16E—Armen**

A circle 15 miles in radius centered on 47°35'N, 7°24'W.

#### **Area 17A—Brest**

A zone bound by the parallels of 48°21'N and 48°05'N, and the meridians 4°37'W and 4°53'W.

#### **Area 17B—Pierres Noires**

A zone limited by the parallels of 48°21'N and 48°05'N, and the meridians 4°53'N and 5°20'W.

#### **Area 18—Belle Ile**

A zone bound by lines joining the following positions:

- a. 47°23'N, 3°59'W.
- b. 47°17'N, 3°41'W.
- c. 46°23'N, 4°21'W.
- d. 46°29'N, 4°39'W.
- e. 47°23'N, 3°59'W.

#### **Area 18D—Armorique**

Air-to-air firing practice takes place in a zone bound by lines joining the following positions:

- a. 47°23'N, 3°59'W.
- b. 47°17'N, 3°41'W.
- c. 46°23'N, 4°21'W.
- d. 46°29'N, 4°39'W.

#### **Area Pierre Profunde**

Mortar firing practices will take place in a circle 0.75 mile in radius centered on the Rock of Pierre Profunde in the Bay of Douarnenez (48°12'20"N, 4°27'00"W.).

### Belle-Ile

Practice against the land may be carried out near the SW coast of Belle-Ile. The restricted zone lies between:

- 47°23'N, 3°23'W.
- 47°24'N, 3°18'W.
- 47°14'N, 3°08'W.
- 47°10'N, 3°22'W.

### Basse de Guihel

Aircraft firing practices may be taken against floating targets in the following areas:

- 47°35'30"N, 3°30'00"W.
- 47°30'30"N, 3°23'30"W.
- 47°35'05"N, 3°16'30"W.
- 47°39'40"N, 3°23'30"W.
- A semicircle with a radius of 3 miles centered on 47°37'25"N, 3°19'57"W, between the bearings 317° and 137°.

### Landes

The zone of Landes extends off the coast and begins at a position 3 miles from the coast with the exception of the three connecting sectors to the coast. Navigation may be prohibited in the sectors located in territorial waters. The most utilized sector is 31A, located in front of the land installations at the Landes Test Center.

The prohibition of navigation throughout this sector or parts of it is signalled by day on the coastal dune, as follows:

- A pylon to the N of the sector (44°26'25"N., 1°15'18"E.) shows a white ball 2m in diameter.
- A pylon to the S of the sector (44°13'52"N., 1°17'34"E.) shows two white superimposed balls 2m in diameter.

### Gavres

A day practice zone called Gavre Area is delimited by a line joining the following points:

- Pointe de Gavres.
- Pointe de Beg-el-lan (47°26'33"N., 3°05'35"W.).
- Pointe des Poulains, on the coast of Belle Ile.
- The Bagueneres Islands (47°14'28"N., 3°17'38"W.; 47°31'49"N., 3°23'40"W.).

Generally, there is no limitation on navigation in the area during practices, however in an exceptional case, navigation may be prohibited in a delimited zone, and information will be given about 1 week in advance in Notice to Mariners.

Signal stations of Taillefer on Belle Isle, of Beg Melen at Groix, and of S. Julien at Quiberon, hoist red flags during practices.

### Night Firings (Gavres Nord and Sud)

These two triangular zones may be closed to navigation by Notices to Mariners given 1 week notice. The semaphores hoist, from sunrise to sunset preceding the firing practice, the following signals:

- A red flag above a red light if practice is to take place in Zone A.
- A red flag below a red light if practice is to take place in Zone B.

One hour before the beginning of the practice, the red lights for night practices are raised on the various masts of the

proving grounds. One-half hour before the beginning of the practice, three red flares are set off at 5-minute intervals by the signal stations of Beg-Melen, Taillefer and S. Julien-de-Quiberon (or by the proving ground itself).

During the duration of the practice, these same signal stations set off a red flare every 30 minutes, with a time lag of 10 minutes between signal stations.

At the end of the firing practice, the proving ground sets off a group of three white flares.

### Baie de Quiberon

Practice firings toward the sea may be carried out from the Pierre-Quiberon Proving Grounds Observatory (47°30'50"N., 3°08'30"W.). The dates and times of these practice firings will be given in Notice to Mariners.

### Anti-Armored and Anti-aircraft

The following signals are shown:

- By day.—One hour prior to practice firings a red flag is hoisted on the tower of the firing range (47°31'50"N., 3°00'30"W.); on the signal stations of S. Julien-de-Quiberon and of Taillefer on Belle Isle; on the lighthouse of Poulains on Belle Isle and of Ponte de Chats at Groix. Two warning shots are fired, the first 1 hour and the second 30 minutes before the beginning of each firing period.

- By night.—Two red lights on top of the tower of the proving grounds, 1 hour before the beginning and until the end of the firing period. Two red flares are set off, the first 1 hour and the second 30 minutes before the beginning of each firing period. A white flare indicates the end of the firing period.

### Coastal Battery Exercises

Firing practices take place from French coastal batteries during any season of the year and are announced by Notice to Mariners.

The following warning signals are given:

- By day.—A red flag is displayed from the battery from which the firing is taking place, and from the signal stations in the vicinity, from 1 hour before the practice until the practice is completed. The battery fires a blank round 1 hour before the practice, and two blank rounds, 30 seconds apart, 10 minutes before the practice.

- By night.—When a night practice is planned, the signal stations in the vicinity of the battery display, from sunrise to sunset, two red flags, vertically disposed. At sunset and until the practice is completed, two horizontally disposed red lights are shown at the battery, and a red light is shown from the signal stations in the vicinity.

Thirty minutes before the practice, two red flares are fired at 5 minute intervals by the signal stations. The battery fires a blank round 1 hour before, and 23 blank rounds, 30 seconds apart, 10 minutes before the practice begins. A white flare marks the end of the practice.

Naval gunnery practice firing range surveillance is ensured by the firing ships, which fly a red flag by day and show a red light visible all around the horizon at night.

Ships not engaged in firing should avoid entering areas in which firing has been announced.

Any explosion of or experimentation with submarine charges in the Mediterranean is subject to prior authorization of the Naval Commander-in-Chief of the District.

### Coastal Belt

The space between the exercise areas described above and the coast is the coastal belt. This space is not used for exercises on a regular basis, but rather for special, or occasional, activities in this coastal belt.

Special activities (such as ranges, test ranges, measured miles, launching sites, etc.) can take place in areas that are predetermined and prepared for the purpose in advance.

These areas are described below. Their organization and operation are controlled by prefectural orders issued by the Commander-in-Chief of the District. The activities in the coastal belt are always announced in local Notice to Mariners.

### Artillery Ranges

#### Maguelonne (Palavas)

The ground to air range is a circular sector with a radius of 10.8 miles centered at 43°31'00"N, 3°54'26"E, and bound by a line extending from this same point on a bearing of 100° and to the SW by the coast.

The ground to sea range is a circular sector with a radius of 11 miles centered 43°30'41"N, 3°53'46"E, and bound by lines extending from this same point on bearings of 125° and 210°.

#### Espiguette

This ground to air range is a circular sector with a radius of 10.8 miles centered at 43°29'00"N, 4°09'20"E, and bound by lines extending from this same point on bearings of 135° and 225°. It is activated from May to September.

#### Saint-Elme-La Renardiere (Presqu'île de Saint-Mandrier)

This firing range is associated with the Saint-Elme batteries (43°04.5'N., 5°54.2'E.) and La Renardiere (43°04.3'N., 5°55.6'E.).

The firing azimuths of Saint-Elme are included between 170° and 230° from the mast of Pointe de Saint-Elme.

The firing azimuths of La Renardiere are: "Wide Renardiere," 120° from the Cap Cepet flagpole to the meridian 6°00'E, then along this meridian and 230°. "Narrow Renardiere," is defined by lines drawn 170° to 230° from La Renardiere.

Warning signals are displayed from Cap Cepet signal station (La Croix des Signaux) and at the masts of the firing batteries. They consist of a red flag by day and red lights at night. The user of the range fires one round of blanks 1 hour before firing is to commence and two rounds of blanks 10 minutes prior to firing. The firing range is not in use from July 1 to August 31.

#### Petit Serranier

This range is used for gunnery exercises fired by naval vessels at Petit Sarranier Rock. It is bound by the following positions:

- a. 43°04'00"N, 6°15'10"E.
- b. 43°02'40"N, 6°18'35"E.
- c. 42°56'35"N, 6°17'00"E.
- d. 42°56'35"N, 6°13'00"E.
- e. 42°59'50"N, 6°15'10"E.
- f. 43°04'00"N, 6°15'10"E.

The firing ship maneuvers in the N part of the above area and fires toward the S. A ship patrols that part of the range not visible to the firing ship. This range is not used between June 15 and September 15.

Warning signals are a red flag displayed by Ile de Porquerolles signal station and at the masthead of one of the firing ships.

#### Levant Area (Air to Ground Range)

This range is used by aircraft for firing at targets on the ground on the NE part of the Ile du Levant. It is bound by the following points, distances and bearings from Madone Tower (43°01.9'N., 6°28.2'E.):

- a. 1.2 miles 016° (Pointe de Castelas)
- b. 1.7 miles 010°
- c. 3.4 miles 034°
- d. 5.3 miles 052°
- e. 4.8 miles 090°
- f. 2.4 miles 090°
- g. 2.2 miles 063°

Points d and e are joined by the arc of a circle centered 1.5 miles, 053°, from Madone Tower. Warning signals are a red triangle hoisted at the Titan signal station by day and two red lights at the same place at night. The firing range is not in use from July 1 to September 1.

#### Levant Area (Air to Air Range)

This range is rectangular shaped and is 16 miles long and 8 miles wide. The starting point is 42°56'12"N, 6°20'00"E.

The long NW side is 16 miles bearing 050° from the above point. The short SW side is 8 miles bearing 140° from the same point. Warning signals are a blue flag and a red flag hoisted on Madone Tower by day and red lights in the same place at night.

The firing range is not in use from July 1 to September 1.

#### Lizerot (Ile du Levant)

This range is used by vessels firing at a target which consists of a mooring buoy anchored at 43°01'30"N, 6°31'30"E, or 1.6 miles bearing 193° from the l'Esquillade tower. The danger area is inside a circular sector with a radius of 8 miles centered on 42°58'30"N, 6°28'00"E, and bound by lines extending from this same point on bearings of 025° and 065°.

Warning signals are a blue flag and a red flag hoisted on Madone Tower and a red flag hoisted by the firing ship. At night, red lights are shown from the same places. The firing range is not in use from July 1 to September 1.

#### Ile du Toro (E coast of Corse)

A firing range is in the area of Ile du Toro (41°30.6'N., 9°22.9'E.).

#### Diane (R66) (E coast of Corse)

This air to ground firing range is under the authority of the Solenzara airbase. The area forms a rectangle between the parallels 42°05'N and 42°14'N, and the meridians 9°28'E and 9°38'E. It is used during the daytime hours from Monday to Friday.

#### Solenzara (D67) (E coast of Corse)

This air to air firing range is bound by a line joining the following positions:

- a. 42°18'N, 9°42'E.
- b. 42°19'N, 9°47'E.
- c. 42°07'N, 10°26'E.
- d. 41°34'N, 10°42'E.
- e. 41°14'N, 9°42'E.

This air to air firing area is active from Monday to Friday (except during the summer).

### Launch Ranges

These launch ranges are part of installations designed for special activities. Their organization and operation are controlled by the Naval Commander-in-Chief of the Third Region at Toulon. Activation is announced via local Notice to Mariners.

### Golfe de Saint-Tropez Torpedo Range

The torpedo launching range is established between the launching mole, situated abreast of Chateau Bertaud, and Seche a l'Huile tower, which stands about 0.5 mile ESE of Pointe des Sardinaux.

This range includes a launching range for submarines, bounded by the following points given in distance and bearing from Seche a l'Huile tower:

- a. 0.75 mile 214.0°
- b. 1.7 miles 226.0°
- c. 1.7 miles 244.0°
- d. 1.3 miles 248.5°
- e. 0.6 mile 229.0°

Launching can occur every day, usually performed during the day from 0800 to sunset, in clear weather, without prior notice. A protected zone of 0.25 mile has been established around the launching range, on each side of the 4.6 mile line of fire axis, which is oriented 055° on the Seche a l'Huile tower.

The range is permanently marked by mooring buoys placed in the vicinity of the axis, up to about 3.2 miles from the launching mole. At night these buoys are not individually lit, but are covered by the white sector of Pointe de Bertaud mole light. One-half hour before the first launching of a firing practice, a blue flag is displayed at the mast of the launching mole, until the end of the firing practice. A small boat displaying a blue flag is stationed at the end of the firing line.

Five minutes before each launching, a red flag is displayed from the launching mole, and at the same time a loud sound signal occurs. Each launching is announced by two brief sound signals.

While the blue flag is displayed at the launching mole mast, vessels and small boats are prohibited from stopping and laying out fishing nets in the protected zone of the launching range. While the red flag is displayed from the mole mast, the same vessels are prohibited from navigating in, or entering, the protected zone.

In the event of a night launching, a fixed red light is shown at the top of the mole mast from one-half hour before the first launching until the end of the firing practice.

While the red light is shown, vessels and small boats are prohibited from navigating in, or entering, the protected zone.

The launch stationed at the end of the firing line will display a red flag when it has recovered the torpedo.

### Long Distance Launching Range

The axis of the long distance launching range is oriented at 060°. A protected zone of 0.25 mile has been established on each side of the axis. The length of this range is unlimited seaward and, as its use is exceptional, it is unmarked.

For long distance firing, the warning signals and regulations remain the same as for the main launching range. In addition, a blue flag is displayed at the Seche a l'Huile tower to repeat that of the launching mole. Vessels anchoring should do so at a prudent distance from the range.

### Fishing Areas

Although French fishermen are frequenting fishing zones farther and farther from the coast with larger and larger trawlers, coastal fishing remains essential to the economies of certain regions, and concentrations of fishing vessels are likely to be encountered, especially at night, off the French coast.

There are the large concentrations of trawlers and drifters, fishing for herring in autumn and the first days of winter in the North Sea, in the vicinity of Le Sandettie and Cap Gris-Nez, then S of the Strait of Dover, following the fish S from October until the beginning of January.

The drifters, especially, are not maneuverable, as they are either paying out or taking in nets, or are moored to their nets.

The nets which may reach several miles in length, are supported by buoys, which show white lights at night; the buoys may be equipped with radar reflectors.

The ports which are engaged in fishing are Boulogne, Dieppe, Cherbourg, Concarneau, Lorient, La Rochelle, Douarnenez, Les Sables d'Olonne, and Saint Jean de Luz which specialize in sardine fishing. They follow their movements on the banks and great concentrations of fishermen may be encountered in their vicinity.

Fishing takes place along the S coast of France, particularly in Golfe du Lion where the depths are favorable.

Most fishing vessels work within a coastal strip approximately 10 miles wide, although tuna and sardine boats may be encountered farther offshore. At night, certain vessels practice "lamparo" (lamp) fishing and their powerful lanterns, owing to the motion of the sea, should not be mistaken for the navigational lights and buoyage of the coast.

### Government

France is a republic. The capital is Paris.

The island of Corsica (Corse) lies in the Mediterranean Sea and is a province of France. The main town of the island is Ajaccio. The Strait of Bonifacio borders the S side of Corsica and separates it from Sardinia, a province of Italy. For information concerning the Reporting System (BONIFREP) within this strait, see Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

### Holidays

The following holidays are observed:

Jan. 1, New Year's Day; Easter Monday; May 1, Labor Day; May 8, Armistice Day; Ascension Day; Whit Monday; July 14, National Holiday; Aug. 15, Assumption of the Blessed Virgin.

Mary; Nov. 1, All Saint's Day; Nov. 11, Armistice Day; and Dec. 25, Christmas Day.

## Industries

The main industries include steel, machinery, motor vehicles, metallurgy, aircraft, electronics, mining, food processing, and tourism.

## Languages

The official language is French.

## Mined Areas

Mariners should consult Notice to Mariners and the latest best scale chart for any additional danger areas. A risk exists in the following areas with regard to anchoring, fishing or any form of submarine or seabed activity.

### Kerisoc

An area bound by the coast, the parallel of 48°40'N and the meridians of 4°23'W and 4°32'W.

### Baie de la Fresnaie, Baie de l'Arguenon, Baie de Lancieux

An area bound by the coast, by a line joining Pointe de la Latte (48°40.2'N., 2°09.5'W.) to a position 0.5 mile N of Ile Agot and by the meridian of 2°09.5'W.

### Strait of Dover to Dunkerque

Former NEMEDRI Danger Area No. 7 is an area in which danger due to mines laid between 1939 and 1945 still exists.

The limits of Former Danger Area No. 7 are comprised of all waters bound by the land and the lines joining the following approximate positions:

- a. The coast of France in 2°32'E.
- b. 51°07'N, 2°35'E.
- c. 51°11'N, 2°35'E.
- d. 51°13'N, 2°29'E.
- e. 51°08'N, 2°12'E.
- f. 51°09'N, 2°12'E.
- g. 51°07'N, 2°07'E.
- h. 51°04'N, 2°10'E.
- i. 51°04'N, 2°22'E.
- j. The coast of France in 2°23'E.

### Northwest of Le Treport

This area has been declared dangerous with regard to anchoring, trawling, or seabed activity and is bound by lines joining the following positions:

- a. 50°08.0'N, 1°06.5'E.
- b. 50°16.5'N, 1°13.5'E.
- c. 50°16.0'N, 1°20.0'E.
- d. 50°06.5'N, 1°14.0'E.

### Minesweeping Operations

French minesweeping vessels, operating singly or in groups, exhibit the lights and markings required by the International Regulations for Preventing Collisions at Sea.

Other vessels should not approach within 0.3 mile of, or pass less than 0.5 mile astern of, minesweepers in operation. In any case, vessels should not cross a formation of minesweepers.

Minesweepers warn vessels that persist in approaching too close by means of the International Code of Signals. There are several dangerous areas, as follows, open to surface navigation, but in which it is dangerous to anchor, trawl, or navigate submerged, due to the presence of mines:

In the W approaches to Dunkerque; in the NW approach to Le Treport; in Baie de Seine; in Baie de la Fresnaie and Baie de Saint-Brieuc; the NW approach to Brest; the approach to Lorient, Baie de Quiberon and La Loire; the approach to Bayonne and Saint Jean de Luz.

These areas may be charted. In general, the danger of magnetic mines is greater when the vessel has a large magnetic field (a cargo of mineral ore, for example), or is navigated with little water under the keel.

It should be considered, especially, that certain shoal areas have not been dragged, and may still contain mines which have not been rendered harmless by time.

Vessels may encounter minesweepers operating in the following areas:

1. **CM1—Cherbourg.**—Area enclosed by a line joining the following positions:

- a. 49°40'31"N, 1°38'50"W.
- b. 49°43'16"N, 1°39'40"W.
- c. 49°43'30"N, 1°40'00"W.
- d. 49°43'30"N, 1°30'00"W.
- e. 49°43'37"N, 1°35'03"W.

2. **CM2—La Capelle St. Vaast.**—Area enclosed by a line joining the following positions:

- a. 49°30'30"N, 1°07'40"W.
- b. 49°26'00"N, 0°56'40"W.
- c. 49°28'20"N, 0°53'50"W.
- d. 49°32'10"N, 1°03'40"W.

3. **CM3—Seine Entrance.**—Area enclosed by a line joining the following positions:

- a. 49°28'N, 0°04'W.
- b. 49°28'N, 0°09'W.
- c. 49°23'N, 0°09'W.
- d. 49°23'N, 0°04'W.

4. **CM4—Calais Dunkerque.**—Area enclosed by a line joining the following positions:

- a. 51°03'30"N, 1°54'00"E.
- b. 51°05'20"N, 1°50'43"E.
- c. 51°07'15"N, 2°03'00"E.
- d. 51°12'00"N, 2°15'00"E.
- e. 51°08'30"N, 2°15'00"E.
- f. 51°05'30"N, 2°05'00"E.

5. **CM5—Baie de Seine.**—Area enclosed by a line joining the following positions:

- a. 49°30'00"N, 0°30'00"W.
- b. 49°32'00"N, 0°27'00"W.
- c. 49°37'00"N, 0°37'50"W.
- d. 43°43'50"N, 0°40'00"W.

6. **BM1—Brest, Iroise West.**—Area enclosed by a line joining the following positions:

- 48°19'00"N, 4°38'36"W.
- 48°18'36"N, 4°38'06"W.
- 48°17'14"N, 4°43'03"W.
- 48°17'37"N, 4°43'18"W.

7. **BM2—Brest, Iroise East.**—Area enclosed by a line joining the following positions:

- 48°18'48"N, 4°38'15"W.
- 48°19'25"N, 4°35'47"W.
- 48°19'13"N, 4°35'43"W.
- 48°18'37"N, 4°38'08"W.

8. **BM3—Brest Toulinguet.**—Area enclosed by a line joining the following positions:

- 48°17'30"N, 4°35'00"W.
- 48°18'15"N, 4°35'00"W.
- 48°18'15"N, 4°41'00"W.
- 48°17'30"N, 4°41'00"W.

9. **BM4—Douarnenez Jument.**—Area enclosed by a line joining the following positions:

- 48°11'06"N, 4°21'26"W.
- 48°08'40"N, 4°20'16"W.
- 48°06'46"N, 4°28'42"W.
- 48°09'09"N, 4°29'56"W.

10. **BM5—Douarnenez Millier.**—Area enclosed by a line joining the following positions:

- 48°10'26"N, 4°24'18"W.
- 48°08'03"N, 4°23'04"W.
- 48°06'06"N, 4°31'33"W.
- 48°08'28"N, 4°32'46"W.

An area in which anchoring, diving, and fishing are prohibited due to the presence of mines laid during the war of 1939-1945 lies between Pointe de la Cride and Ile du Grand Nouveau, in Baie de Sanary.

A risk still exists with regard to anchoring, fishing, or any form of submarine activity close to the sea bed.

The area is bounded by the line joining the following positions:

- 43°06'30"N, 5°45'00"E.
- 43°06'30"N, 5°46'24"E.
- 43°05'24"N, 5°45'00"E.
- 43°05'24"N, 5°46'24"E.

### Explosive Dumping Areas

The following steps are to be taken in case of the discovery of suspicious devices in French waters:

- Make all efforts to mark it.
- Inform the nearest CROSS station or, if this is not possible, the authorities at the nearest harbor.
- Any vessel having a suspicious device on board, in its nets, or in tow must report as in paragraph 2, must not enter harbor without authorization of the port authority, and must keep clear of other vessels and of the shore.
- Make all efforts to stand into one of the deposit zones (temporary) listed below.

The position in which the device is dumped must be carefully marked, and if this procedure is considered to be dangerous then the vessel must remain in the area until the arrival of the intervention team.

Deposit Zone Locality	Area radius	Centered (approx.) on
Le Havre	200m	49°28.7'N, 0°02.0'E.
Trouville	200m	49°24.0'N, 0°01.2'E.
Dives-sur-Mer	200m	49°20.8'N, 0°09.3'W.
Ouistreham	200m	49°20.8'N, 0°09.3'W.
Courselles-sur-Mer	200m	49°22.3'N, 0°26.9'W.
Port-en-Bessin	200m	49°22.8'N, 0°45.8'W.
Grandcamp-Maisy	200m	49°25.4'N, 1°02.6'W.
Saint-Vaast-la-Hougue and Barfleur	200m	49°31.1'N, 1°12.8'W.
Cherbourg (heavy devices)	200m	49°41.6'N, 1°38.1'W.
Cherbourg (light devices)	200m	49°40.1'N, 1°37.0'W.
Granville	200m	48°48.9'N, 1°37.1'W.
Cancale	500m	48°43.0'N, 1°47.9'W.
Saint Malo	500m	48°42.6'N, 1°58.7'W.
Saint Jacut-Saint Cast	500m	48°40.5'N, 2°14.8'W.
Cap Frehel	500m	48°39.9'N, 2°24.4'W.
Erquy-Saint Briec	500m	48°38.8'N, 2°36.0'W.
Saint Quay-Portrieux	500m	48°43.7'N, 2°38.4'W.
Paimpol	500m	48°50.0'N, 2°50.0'W.
Treguier	500m	48°54.3'N, 3°08.8'W.
Perros Guirec	500m	48°51.4'N, 3°24.0'W.
Lannion	500m	48°45.2'N, 3°37.1'W.
Morlaix-Roscoff	500m	48°44.1'N, 3°54.9'W.
Ile de Batz	500m	48°45.3'N, 4°03.2'W.
Kerlouan	400m	48°40.9'N, 4°26.4'W.
Aber Wrac'h	300m	48°38.2'N, 4°36.9'W.
Aber Benoit	300m	48°35.5'N, 4°40.5'W.
Portsall	300m	48°33.6'N, 4°45.7'W.
Ile de Molene	500m	48°24.4'N, 4°55.7'W.
Le Conquet	300m	48°22.8'N, 4°47.6'W.
Brest	Position on Banc du Corbeau as designated by competent authority.	
Camaret	An area 500m in width bordering the coast of Presqle de Quelern, between Pointe des Capucins and Pointedu Diable.	
Anse de Dinan	500m	48°14.5'N, 4°35.3'W.
Morgat-Douarnenez	500m	48°11.0'N, 4°21.0'W.
Ile de Sein	200m	48°03.1'N, 4°50.1'W.
Audierne	500m	47°59.1'N, 4°32.0'W.

## Pilotage

Pilotage is compulsory for vessels of a certain length or tonnage for each port within a defined compulsory pilotage area. Pilotage is compulsory in many ports for vessels carrying hydrocarbons or dangerous substances. Vessels should send an ETA, depending on the port, between 48 and 12 hours in advance, or at the last port of call.

All vessels bound for a port should maintain a listening watch on VHF channel 16, or on a channel designated by the port authority or pilot station before entry into the approach channel.

A Vessel Traffic Safety Service exists for Bordeaux, Le Havre, Antifer, Marseille, Sete, St. Nazaire, and Rouen.

Vessels arriving or departing ports in NW Europe can request Deep Sea Pilots before reaching busy areas.

These pilots should be requested from certain Deep Sea Pilot Stations in France, United Kingdom, or other European countries along the North Sea Coasts and the Baltic.

Vessels transiting the English Channel eastward can pick up Deep Sea Pilots off Cherbourg, Le Harve, Boulogne, Calais, and Dunkerque.

## Regulations

### Atlantic Ocean and English Channel Area

**Article 1.** The following articles apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approach to the French coasts of the North Sea, English Channel, and of the Atlantic between the Belgian border and Spanish border.

### Reporting of Intended Movement within French Territorial Waters and of Vessels Capabilities with Respect to Maneuvering and Navigation.

**Article 2.** The master of any vessel, referred to in Article 1, preparing to pass through or stop within French Territorial Waters is required to send a message to the appropriate CROSS station giving intended movements within French Territorial Waters and the state of the vessels capabilities with regard to maneuvering and navigation.

**Article 3.** The above message shall be sent 6 hours prior to entering French Territorial Waters or 6 hours prior getting underway within French Territorial waters.

**Article 4.** If a vessel changes her intended movements or if her capabilities with respect to maneuvering or navigation are altered after the above message is sent, then the master of the vessel concerned shall send, without delay, another message in the same format amending the original message.

**Article 5.** The messages referred to above are to be sent either via a French Coast Radio Station, open to public correspondence, or if a vessel is in a French port via the port authority. If it is not possible to send a message by way of the above, then the master of the vessel concerned shall make every effort to send it by other means, using radiotelephone as a last resort.

### Navigation and Procedures in French Territorial Waters

**Article 6.** During the entire period of their movement through, or stay in, French Territorial Waters except when made fast alongside in port, vessels referred to in Article 2 are

required to maintain a continuous listening watch on VHF channel 16 or on a special frequency prescribed in certain zones. Vessels are obligated to answer any call from a French government vessel or coast radio station who may require them to change to a working frequency.

**Article 7.** In French Territorial Waters, and pursuant to the provisions of Article 8, vessels referred to in Article 1 with a tonnage greater than 1,600 grt must keep at least 7 miles from the French coast except:

1. In the NE bound lane of the Straits of Dover traffic separation scheme.

2. Within passages and fairways to the following ports: Dunkerque, Calais, Boulogne, Dieppe, Fecamp Le Havre-Antifer, Rouen and the ports of the lower Seine, Caen/Ouistreham, Cherbourg, Granville, the Transfer of Cargo Operations Area ENE of Pointe de Saire in Baie de la Seine, Saint Malo, Saint Brieuc, Roscoff, Brest, Douarnenez, Concarneau, Lorient, Ports of the Loire, Les Sables-d'Olonne, La Rochelle/La Pallice, Ports of La Gironde and Bayonne. See appropriate Sailing Directions (Enroute) for additional information concerning Mandatory Access Channels.

3. Raz Blanchard, the channel between Alderney and the coast of France.

**Article 8.** Within French Territorial Waters the master of a vessel referred to in Article 1 suffering from an impairment of its normal capability with respect to maneuvering or navigation, is required to take such action as the Maritime Prefect may see fit to order the vessel to take, with a view to ensuring safety of navigation and avoiding threats of pollution.

### Reporting Accidents at Sea

**Article 9.** The master of any vessel, referred to in Article 1, within 50 miles of the French coast is required to report immediately to the appropriate CROSS station any collision, stranding, incident or any occurrence whether on board or external to his vessel, which could result in material damage or threat of material damage to the vessel or its cargo.

**Article 10.** The master of any vessel within 50 miles of the French coast called upon to render assistance to or to tow a vessel, referred to in Article 1, is required to inform the appropriate CROSS station immediately.

**Article 11.** Messages referred to the appropriate CROSS station, as provided for in Articles 9 and 10 above, are intended for the information of the authorities and do not in any way constitute requests for help or assistance. Should a master deem it necessary to request help or assistance it is for him to seek it elsewhere in the manner provided for in International Regulations, keeping the appropriate CROSS station informed.

**Article 12.** If a vessel referred to in Articles 9 and 10 is within French Territorial Waters or in international waters the master of such a vessel and the master of the tug or other vessel rendering assistance are required to:

1. Keep the Maritime Prefect informed of the development of the situation by means of a message sent as provided for in Article 5.

2. Maintain continuous radio watch on the frequency provided for in Article 6 and to reply on that frequency to any call from a French government vessel or coast radio station.



3. Take any action ordered by the Maritime Prefect with a view to avoiding danger to navigation and threat of pollution.

CROSS Station	Traffic	VHF Channel
Griz-Nez	For vessels coming from the North Sea or a port on the S coast of England located E of Brighton.	13, 16, 79
Jobourg	For vessels coming from a port on the S coast of England located W of Brighton.	13, 80
Corsen	For vessels coming from the Atlantic Ocean, going to the English Channel or Brest and its surroundings.	13, 79
Etel or Soulac	For vessels going to a French Atlantic coast port located S of the parallel of Pointe de Penmarch.	13, 80 (Etel) 13, 79 (Soulac)
La Garde	For vessels going to French Mediterranean ports.	13, 80

#### Mandatory Access Routes/Channels

Every vessel referred to in Article 7 above originating from or destined to the harbors and roadsteads of Saint Malo, Saint Brieuc, Roscoff, Brest, Douarenez, Concarneau Lorient, Harbors of the Loire, Les Sables d'Olonne, La Rochelle, La Pallice, La Gironde, and Bayonne, must use the approach and access channels and waiting areas.

See the appropriate Sailing Directions (Enroute) for particulars concerning Mandatory Access Routes/Channels to the above ports. Vessels so equipped should maintain a listening watch on VHF channel 16.

Vessels crossing these approach channels should do so as nearly as possible at right angles to the channel and well clear of any vessels in the approach channel.

Vessels are not to anchor or wait in the approach channels except in circumstances beyond their control. Those vessels forced by necessity to anchor or wait shall inform the port authorities by the most expedient means.

Those vessels carrying a dangerous cargo must, in the approach channels, fly Flag B of the International Code of Signals by day and exhibit one red light at night clearly visible all around.

The preceding regulations do not excuse masters and pilots from conforming to the International Regulations for Preventing Collisions at Sea.

Foreign vessels 25m or more in length, and smaller craft in attendance on them, should seek permission before navigating or anchoring in French internal waters, except in emergency, when they should report the circumstances as soon as possible.

Such requests and reports may be sent to Marine Cherbourg (Belgian frontier to Baie du Mont St. Michel) or Marine Brest (Baie du Mont St. Michel to La Gironde), or by VHF to any CROSS station or signal station. Within French internal waters such vessels are required to maintain continuous listening watch on VHF channel 16, or on any other frequency specified by local authority.

#### Message Format For Entry Into French Territorial Waters (Refer to Articles 2 and 5 above.)

TO: Appropriate CROSS station

PREFIX: SURNAV-FRANCE

ALFA	Vessel's name, nationality, and call sign
BRAVO	Date and time UT(GMT), suffixed
	ZULU
CHARLIE	Position
ECHO	Course
FOXTROT	Speed
GOLF	Port of Origin
HOTEL	Date and Time UT(GMT) and position of entering French territorial or of getting underway
INDIA	Destination
KILO	Date and time UT(GMT) and position of leaving French territorial waters or date and time of arrival at destination in French waters
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo—type (as defined by MARPOL 73/78) and quantity
QUEBEC	Whether maneuvering ability is normal or reduced by a defect in propulsion, steering, or anchoring equipment
UNIFORM	Type of vessel
X-RAY	Any other information

Any subsequent changes should be reported immediately.

#### Message Format For Indicating Damages Or Accident At Sea By Vessels Involved

TO: Appropriate CROSS station

PREFIX: SURNAV AVARIES

ALFA	Vessel's name, nationality, and call sign
BRAVO	Date and time UT(GMT), suffixed
	ZULU
CHARLIE	Position
ECHO	Course
FOXTROT	Speed
GOLF	Port of Origin
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo
QUEBEC	Nature of damage or development of situation

TANGO	Name and address of owner, charterer, and any other French consignee
UNIFORM	Type of vessel
X-RAY	Date and time UT(GMT) of call for assistance or towage; name of assisting vessel, if present or, if not, its ETA in UT(GMT); any other information

Subsequent developments are also to be reported.

#### Message Format For Indicating Accidents At Sea By The Assisting Vessel (Refer to Article 10 above.)

TO: Appropriate CROSS station

PREFIX: SURNAV AVARIES

ALFA	Vessel's name, nationality, and call sign of assisting vessel
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position of assisting vessel
ECHO	Course of assisting vessel
FOXTROT	Speed of assisting vessel
INDIA	Destination
PAPA	Cargo of casualty, if known
QUEBEC	Damage to casualty, if known
TANGO	Name and address of owner, charterer, and any French consignee
UNIFORM	Type of assisting vessel
X-RAY	Date and time UT(GMT) and position of casualty; name, nationality, and call sign of casualty; any other informationRT

Further reports on the casualty are required after arrival.

All vessels carrying hydrocarbons, including oil, or other dangerous cargo, navigating within French territorial waters and any damaged vessel or vessels providing assistance should maintain a continuous listening watch on VHF channel 16 and on VHF channel 11 in areas covered by traffic surveillance systems, or a frequency specified for this purpose by a local authority.

#### English Channel Regulations

MAREP, a voluntary ship reporting system, is operational within the English Channel and the Dover Strait. Vessels are requested to report to the appropriate shore station when approaching the following:

1. Traffic Separation Scheme (TSS) situated off Ouessant.
2. Traffic Separation Scheme (TSS) situated off Casquets.
3. Dover Strait Traffic Separation Scheme (TSS).

For further details of MAREP, see Reporting Systems under the United Kingdom in this publication.

CALDOVREP, a mandatory reporting system under SOLAS regulations, is operational within a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

For further details of CALDOVREP, see Pub. 191, Sailing Directions (Enroute) English Channel.

Special IMO provisions have been established for the Traffic Separation Scheme (TSS) situated off Ouessant and French

national regulations apply to vessels using the Inshore Traffic Zone of the TSS and the nearby inner channels.

In addition, CORSEN-OUESSANT, a Vessel Traffic Service (VTS) system, which is mandatory under SOLAS regulations, is in operation within an area with a radius of 35 miles centered on Ile d'Ouessant.

For further details of these regulations, see Pub. 191, Sailing Directions (Enroute) English Channel.

#### Mediterranean Sea Area

**Article 1.** The following articles apply to tankers transporting hydrocarbons and to vessels transporting dangerous substances navigating in the approaches to the French coasts of the Mediterranean and ports in Corsica.

#### Reporting of Intended Movement within French Territorial Waters and of Vessel's Capabilities with Regard to Maneuvering and Navigation

**Article 2.** The Master of every vessel affected by Article 1 and preparing to pass through or stop within French territorial waters is required to send a message to the Naval Commander-in-Chief of the Third Region at Toulon (Marine Toulon) giving intended movements within French territorial waters and the state of the vessel's capabilities with regard to maneuvering and navigation.

**Article 3.** The above message shall be sent 6 hours prior to entering French territorial waters or 6 hours prior to getting underway, if the vessel is preparing to sail from a harbor or from an anchorage, waiting, or unballasting area within French territorial waters.

The message should cover the entirety of anticipated transit in French territorial waters of the Mediterranean until leaving these waters or until arriving at the destination, even if while in transit the vessel leaves French waters and then re-enters them.

**Article 4.** If a vessel changes its intended movements or if her ability to maneuver or navigate is altered after the above message is sent, then the master of the vessel concerned shall send, without delay, another message in the same format amending the original message.

**Article 5.** The messages referred to above are to be sent either via a French coast radio station, open to public correspondence, or if a vessel is in a French port, via the port authority. If it is not possible to send a message by way of the above, then the Master of the vessel concerned shall make every effort to send it by other means, using radiotelephone as a last resort.

**Article 6.** During the entire period of their movement through, or stay in, French Territorial Waters, except when made fast alongside in port, vessels referred to in Article 1 are required to maintain a continuous listening watch on VHF channel 16 or on a special frequency prescribed in certain zones. Vessels are obligated to answer any call from a French government vessel or coast radio station who may require them to change to a working frequency.

**Article 7.** In French territorial waters, and pursuant to the provisions of Article 8, vessels referred to in Article 1 with a tonnage greater than 1,600 grt must keep at least 7 miles from the French coast except:

1. Within passages and fairways to the following ports: Port-La-Nouvelle, Sete, Golfe de Fos, Marseille, Toulon, Ajaccio, Porto-Vecchio, Solenzara, Lucciana, and Bastia.

2. In the narrow passage called "Canal de Corse" which separates the NE coast of Corse (Corsica) from the Italian island of Capraia, between the parallels 42°48'N (disused signal station on Cape Sagro) and 43°07'N.

The distance here is reduced to 5 miles to take into account the narrowing of French territorial waters in this region.

3. In the Strait of Bonifacio.

**Article 8.** Within French territorial waters, the master of a vessel referred to in Article 1 suffering from an impairment of its normal capability with respect to maneuvering or navigation, is required to take such action as the Naval Commander-in-Chief Toulon may see fit to order the vessel to take, with a view to ensuring safety of navigation and avoiding threats of pollution.

### Reporting Accidents at Sea

**Article 9.** The master of any vessel referred to in Article 1, within 50 miles of the French coast is required to report immediately to Marine Toulon, any collision, stranding, incident or any occurrence whether onboard or external to his vessel which could result in material damage or threat of material damage to the vessel or its cargo.

**Article 10.** The master of any vessel within 50 nautical miles of the French coast called upon to render assistance to or to tow a vessel, referred to in Article 1, is required to inform Marine Toulon immediately.

**Article 11.** Messages referred to Marine Toulon, as provided for in Articles 9 and 10 above, are intended for the information of the authorities and do not in any way constitute requests for help or assistance. Should a Master deem it necessary to request help or assistance, it is his duty to seek it elsewhere in the manner provided for in International Regulations keeping Marine Toulon informed.

**Article 12.** If a vessel in difficulty referred to in Articles 9 and 10 is within French territorial waters or international waters, the Master of such a vessel and the Master of the tug or other vessel rendering assistance are required to:

1. Keep Marine Toulon informed of the development of the situation by means of a message sent as provided for in Article 5.
2. Maintain continuous radio watch on the frequency provided for in Article 6 and to reply on that frequency to any call from a French government vessel or coast radio station.
3. Take any action ordered by the Naval Commander-in-Chief Toulon, with a view to avoiding danger to navigation and threat of pollution.

### Mandatory Access Routes/Channels

Every vessel referred to in Article 7 above originating from or destined to the harbors and roadsteads of Port-La-Nouvelle, Sete, Golfe de Fos, Marseille, Toulon, Ajaccio, Porto-Vecchio, Solenzara, Lucciana, and Bastia, must use the approach and access channels and waiting areas.

These vessels, when they are in the access channels, have priority in accordance with Rule 9 of the International Regulations for Preventing Collisions at Sea.

See the appropriate Sailing Directions (Enroute) for particulars concerning Mandatory Access Routes/Channels to the above ports. Vessels crossing these channels should do so as nearly as possible at right angles to the channel and stay

well clear of any vessels in the approach channel and, if it is equipped with VHF radiotelephone, it must maintain a listening watch on VHF channel 16.

Vessels are not to anchor or wait in the approach channels except in the circumstances beyond their control.

Those vessels forced by necessity to anchor or wait should inform port authorities by the most expedient means.

Those vessels carrying a dangerous cargo must, in the approach channels, fly Flag "B" of the International Code of Signals by day and exhibit one red light, at night, clearly visible all around.

The preceding regulations do not excuse masters and pilots from conforming to the International Regulations for Preventing Collisions at Sea.

### Message Format For Entry Into French Territorial Waters (Refer to Articles 2 and 5 above.)

Any vessel carrying hydrocarbons or other hazardous cargoes, intending to enter French territorial waters from seaward, or to sail from a French port or anchorage, is required to send the following details 6 hours in advance:

TO: CROSS LA GARDE

PREFIX: SURNAV-FRANCE

ALFA	Vessel's name, nationality, and call sign
BRAVO	Date and time UT(GMT), suffixed ZULU (6 figures DD/HH/MM)
CHARLIE	Position
ECHO	Course
FOXTROT	Speed
GOLF	Port of Origin
HOTEL	Date and Time UT(GMT) and position of entering French territorial or position of departure.
INDIA	Destination
KILO	Date and time UT(GMT) and position of leaving French territorial waters or date and time of arrival in port, anchorage to waiting area.
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo—type (as defined by MARPOL 73/78) and quantity
QUEBEC	Defects, faults, breakdowns, failures and restrictions
UNIFORM	Type of vessel
X-RAY	Any other information

Any subsequent changes should be reported immediately.

When originating from a port or anchorage situated outside the European Union, all vessels carrying hydrocarbons or other hazardous cargoes planning to anchor in French territorial waters must contact CROSS LA GARDE and provide the following information when it departs the port of origin (or as soon as possible if a change in destination occurs):

1. Name and call sign of vessels.
2. Nationality.
3. Length and draft of vessel.
4. Destination.
5. ETA to pre-arranged anchorage area.
6. Underway time.

## 7. Itinerary.

8. Description of dangerous or pollutant cargo, exact technical description, reference numbers (OUN), if the occasion arises, by the United Nations, IMO type of risk determined by the conformity of the IMDG code to the IBC and IGC agreements, amount of cargo and position in the vessel if they are transported in mobile tanks or several containers, the identification marks of the former or the latter.

## 9. Number of crew onboard.

All vessels carrying hydrocarbons or other hazardous cargoes in French territorial waters are required to monitor the GMDSS frequencies for zones A1 and A2.

### Message Format For Indicating Defect or Damage when 50 miles of the Or Accident At Sea By Vessel Involved

TO: CROSS LA GARDE

PREFIX: SURNAV BREAKDOWNS

ALFA	Vessel's name, nationality, and call sign
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position
ECHO	Course
FOXTROT	Speed
GOLF	Port of Origin
HOTEL	Date and Time UT(GMT) and point of entry in French territorial waters or time of departure.
INDIA	Destination
KILO	UT(GMT) date, time and point of departure from French territorial waters or UT(GMT) date and time of arrival in port, anchorage, waiting area and destination in French territorial waters.
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo category and quantity (as defined by MARPOL 73/78)
QUEBEC	Defects, failures, restrictions and breakdowns.
TANGO	Name and address of owner, charterer, any other French consignee and intended destination in France.
X-RAY	Date and time UT(GMT) of call for assistance or towage; name of assisting vessel, if present or, if not, its ETA in UT(GMT); any other information

Subsequent developments are also to be reported.

### Message Format For Indicating Accidents At Sea By the Assisting Vessel (Refer to Article 10 above.)

TO: CROSS LA GARDE

PREFIX: SURNAV BREAKDOWNS

ALFA	Vessel's name, nationality, and call sign of assisting vessel
BRAVO	Date and time UT(GMT), suffixed ZULU
CHARLIE	Position of assisting vessel
ECHO	Course of assisting vessel

FOXTROT	Speed of assisting vessel
INDIA	Destination
MIKE	RT watch maintained
OSCAR	Draft
PAPA	Cargo of casualty, if known
QUEBEC	Damage to casualty, if known
TANGO	Name and address of owner, charterer, and any French consignee
UNIFORM	Type of assisting vessel
X-RAY	Date and time UT(GMT) and position of casualty; name, nationality call sign and course of the vessel in the accident.

Further reports on the casualty are required after arrival. All vessels carrying hydrocarbons, including oil, or other dangerous cargo, navigating within French territorial waters and any damaged vessel or vessels providing assistance should maintain a continuous listening watch on VHF channel 16, and on VHF channel 11 in areas covered by traffic surveillance systems, or a frequency specified for this purpose by a local authority.

### Regulations for Movement of Vessels in Port Access Routes and Anchorage Areas

The following special navigation regulations are in effect to control sailboat and small vessel traffic in the approach routes and anchorage areas of certain French ports: Port-Vendres; Port La-Nouvelle; Marseille; Toulon; Nice; Ajaccio; Bonifacio; Port-Vecchio; Bastia; Ile Rousse; and Calvi.

Sailing vessels must stay clear of the course of warships, and all other mechanically propelled vessels with a length equal to or greater than 50m.

Motorized vessels less than 20m in length must not impede the passage of warships, and all other mechanically propelled vessels with a length equal to or greater than 50m.

Sailing or motorized vessels should only navigate in these areas when entering or leaving a harbor, occupying or leaving an anchorage, or when carrying out a public or commercial service. Within these port access routes and anchorage areas, swimming, deep sea diving, movement of beach apparatus and wind surfing are prohibited.

### Speed Limit in the Coastal Area

To ensure the safety of swimmers and deep sea divers, the movement of all sailing and motorized vessels (including seaplanes and maritime hovercraft), beach and nautical sports apparatus, and windsurfers is prohibited at a speed greater than 5 knots, in a continuous strip 300m wide along the French Mediterranean coast, and around the islands and islets off the coast. However, this speed limit is not applicable in the approach routes and anchorage areas of the ports mentioned in the preceding regulation.

### Seaplanes

During the summer season, seaplanes, when combating forest fires, normally use open and calm areas to fill their water tanks. No prior warning can be given. These planes make passes at very low altitude over the selected landing axis. Upon sighting this maneuver all vessels, sailboats, small craft and

divers must, without fail, depart as quickly as possible from the landing axis, on a perpendicular course, to a distance of 0.25 mile.

This zone is to remain free and clear until 1 hour after the passage of the last plane. The following areas on the S coast of France may be used: La Ciotat, Sanary, Toulon, Hyeres, Saint-Tropez, Saint-Raphael, Villefranche, Beaulieu, Etang de Thau, Berre, and Marseille.

The following gulfs and bays of Corse may be used: Saint-Florent, Calvi, Sagone, Ajaccio, Valinco, Figari, and Porto-Vecchio.

## Search and Rescue

France has five Regional Surveillance and Rescue Operations situated on the Atlantic coast. These centers are located in Griz-Nez (50°52'N., 1°35'E.), Cherbourg (49°38'N., 1°38'E.), Corsen (48°24'N., 4°47'E.), Etel (47°39'N., 3°12'E.), and Soulac (45°31'N., 1°07'E.).

A Search and Rescue Organization, Centre Regional de Surveillance et de Sauvetage (CROSS) covers the English Channel and S part of the North Sea.

CROSS provides a permanent, full-time weather operational presence along the coast of France. CROSS also coordinates surveillance of marine traffic, especially within the 12 mile limit, maritime search and rescue, fishery surveillance out to 200 miles, monitors pollution, and collects data for future use.

The purpose of the marine traffic surveillance is to enhance navigational safety which includes the policing of the IMO adopted Traffic Separation Schemes (TSS) and Inshore Traffic Zones (ITZ) in the English Channel and off Ushant.

CROSS broadcasts information bulletins on movements of vessels which appear to be navigating within a TSS or ITZ contrary to the requirements as per the International Rules of the Road, Rule 10.

## Mediterranean Area

Centre Operationnel de Surveillance et de Sauvetage en Mediterranee (CROSS MED) (Mediterranean Operational Center for Surveillance and Rescue).

Within the Mediterranean, the area under French responsibility for search and rescue at sea is limited to the W by the Franco-Spanish border, then by the line joining the following points:

- a. 42°00'N, 4°40'E.
- b. 39°00'N, 4°40'E.
- c. 39°00'N, 8°00'E.
- d. 41°00'N, 8°00'E.
- e. 41°20'N, 8°20'E.
- f. 41°20'N, 9°45'E.
- g. 43°10'N, 9°45'E.
- h. and to the E by the Franco-Italian border.

Inside this area, the operations are directed by CROSS LA GARDE established at Fort Sainte Marguerite (43°06.3'N., 5°59.5'E.), 2.5 miles E of Toulon.

By delegation from CROSS LA GARDE, the operations along the coast are ensured by:

1. SOUS-CROSS AGDE, established at Mont d'Agde (43°18'N., 3°30'E.), for the area extending from the Franco-Spanish border to the mouth of the Petit-Rhone.

2. SOUS-CROSS CORSE, established at Ajaccio, for the coastal waters of Corse. Any information concerning the safety of navigation, as well as any disaster at sea, should be reported to the centers. The centers can be contacted day and night directly by VHF channel 16 or through the coast radio and signal stations.

## French Police Vessels

These vessels display, by day, a blue and white triangular flag with the letter "P" in the white portion, and at night exhibit an all-round flashing purple light.

## Signals

International storm signals, and traffic signals are used. The use of the following signals may indicate that obstructions exist in the fairways; however, vessels should proceed with caution and conform to any signals made by the port authorities.

Three red balls, vertically disposed, by day, or three all-round red lights, vertically disposed, at night, indicate the port is closed.

The appropriate signal from the International Code of Signals by day, or three all-round green lights, vertically disposed, at night, indicate that the port is open.

## Tidal Signals

The state of the tide is indicated by the following signals displayed at the masthead:

1. A blue pennant by day or two green lights, horizontally disposed, at night signify the LW stand.
2. A white flag with a black diagonal cross by day or two white lights, horizontally disposed, at night signify the HW stand.
3. An elongated black cone, point up, by day or a green light over a white light at night signify the rising tide.
4. An elongated black cone, point down, by day or a white light over a green light at night signify the falling tide. The height of the tide above chart datum is indicated, by day, by means of a display of cones (0.2m), cylinders (1m), and spheres (5m), displayed, respectively, in three vertical lines.
5. By night, a display of green lights (0.2m), red lights (1m), and white lights (5m) indicates the height of the tide.

The summation of the figures represented by the above-mentioned shapes gives the height of the water.

## Signal Stations

Signal stations are situated on the principal points and headlands of the French coast. Independently of its military function, each station is equipped to display storm signals, transmit urgent messages pertinent to the safety of shipping, and warn of marine disasters in its vicinity, and guide rescue craft.

Communication between vessel and signal station is made by light signal, flag signals of the International Code of Signals, and, in some cases, by radiotelephone (2716 kHz).

Some lighthouses are normally equipped with radiotelephone. In case of non-functioning of the latter equipment they may show the following signals:

A ball above, or below, a square flag indicates immediate assistance is required.

A black flag at the masthead indicates a shipwreck in the vicinity.

## Submarine Operating Areas

Although submerged submarines may be encountered at any point on the French coast, vessels should be particularly attentive in the vicinity of the ports of Brest and Lorient.

French naval vessels while exercising with submarines will fly the appropriate international signal indicating that a submarine in the vicinity is submerged. All other vessels, therefore, should clear the area without stopping their screws, keeping a careful lookout ahead for a periscope or a snorkel.

Zones prohibited to submerged submarines have been established off the entrances of ports frequented by submarines.

Vessels approaching or leaving these ports are recommended to navigate in these zones. The limits of the zones within this area, Chenal du Four, Brest, Lorient, Loire, and Gironde, are described in Pub. 143, *Sailing Directions (Enroute) West Coast of Europe and Northwest Coast of Africa*.

Mariners may encounter submarines anywhere along the French coast of the Mediterranean, particularly between Marseille and Nice. Particular care should be exercised around Toulon. French submarines may also be encountered off the W coast of Corsica.

Within these areas, mariners may encounter at any time of the day or night warships conducting exercises with other warships, with submarines, and with aircraft, including torpedo and missile launching and artillery fire at floating targets or anti-aircraft fire.

During certain exercises at night warships may navigate with their lights out. Rockets may be launched, as well as smoke and flame producing floats; these light displays should not be confused with distress or lifesaving signals.

These activities are announced in French Notice to Mariners or by Avurnav (French coastal or local navigational warnings) through Marseille Radio, Grasse Radio, and Monaco Radio.

Military ships engaged in maneuvers that include submarines hoist the international code signal "NE2" to indicate that a submerged submarine is in their vicinity.

Commercial ships should be ready to give a wide berth to a vessel displaying this signal. If for some reason it is inevitable to pass close by, they should exercise caution and be ready to

maneuver to avoid a periscope or a snorkel observed within a 10 degree angle forward and to either side.

A submarine which is too deeply submerged to show its periscope may indicate its position by ejecting a smoke candle which develops considerable smoke at the surface. Its position can also be indicated by means of a towed floating object painted red and white or red and yellow.

Due to their specific configuration, submarines cannot conform strictly to the requirements of Rule 23 of the International Regulations for the Prevention of Collisions at Sea, as far as the number and placement of their lights. The navigation lights are grouped on the house.

The lights are neither high above the water nor widely spaced. Consequently, they give no indication of the size of the submarine and little information concerning its route or changes of direction.

The submarines can be mistaken for ships of much smaller size. The stern light sometimes can mark the rear of the submarine; in this case it is located at the water line, and therefore may be partially obscured by spray or swell of the wake.

In order to facilitate their identification at night, French submarines on the surface are allowed to carry, in addition to the lights prescribed by the International Regulations for Preventing Collisions at Sea, one quick flashing yellow light, mounted above the light at the head of the mast, visible all around the horizon from a distance of at least 5 miles.

The rate of flash for French submarines is 120 flashes per minute; without advance notice the rate of flash can increase to between 120 and 180 flashes per minute.

## Time Zone

The Time Zone description is ALPHA (-1).

## U.S. Embassy

The U.S. Embassy is situated at 2 Avenue Gabriel, 75382 Paris Cedex 08. The mailing address is PSC 116; APO AE 09777.

Consulates General are located at Marseille, Bordeaux, Lyon and Strasbourg.